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C. H. SAMPSON, AGENT.

UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 30th, 1882.

GOING SOUTH.

No. 7. FREIGHT.	No. 5. PASSENGER.	No. 3. PASSENGER	No. 1. PASSENGER	Distance. MILES.	Fare	STATIONS	Fare	Distance. MILES.	No. 2. PASSENGER	No. 4. PASSENGER	No. 6. FREIGHT.	No. 8. FREIGHT.
Lv 3.20 pm	Lv 5.40 am	Lv 6.15 pm	Lv 10.10 am			....Ogden....	15.00	290	Ar 5.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 8.15 pm
" 4.00 "	" 7.20 "	" 6.52 "	" 10.54 "	8	.45	....Summit....	14.60	272	Lv 4.59 "	Lv 8.13 "	Lv 10.34 "	Lv 7.40 "
" 4.35 "	" 7.55 "	" 7.29 "	" 10.85 "	16	.85	....Kaysville....	14.20	264	" 4.35 "	" 7.35 "	" 9.54 "	" 7.00 "
" 5.04 "	" 8.25 "	" 7.55 "	" 11.09 "	22	1.20	....Farmington..	13.82	258	" 4.04 "	" 7.41 "	" 9.29 "	" 6.35 "
" 5.30 "	" 8.45 "	" 8.20 "	" 11.30 "	28	1.40	....Centerville...	13.65	254	" 3.16 "	" 7.22 "	" 9.09 "	" 6.00 "
" 5.45 "	" 9.00 "	" 8.36 "	" 11.55 "	33	1.50	....Wood's Cross..	13.55	252	" 3.03 "	" 7.04 "	" 8.57 "	" 5.45 "
" 6.30 "	Ar 9.40 "	Ar 9.05 "	Ar 12.50 "	37	2.00	....Salt Lake....	13.00	241	" 2.00 "	" 6.10 "	" 7.65 "	" 5.00 "

GOING NORTH.

No. 7. FREIGHT.	No. 5. PASSENGER.	No. 3. PASSENGER	No. 1. PASSENGER	Distance. MILES.	Fare	STATIONS	Fare	Distance. MILES.	No. 2. PASSENGER	No. 4. PASSENGER	No. 6. FREIGHT.	No. 8. FREIGHT.
				37		....Salt Lake....		241	Ar 10.00 am	Ar 5.25 pm		Ar 6.30 am
				43	2.30	....Morgan....	13.70	237	Lv 9.37 "	Lv 4.55 "		Lv 5.45 "
				44	2.35	....Gernmania....	13.65	236	" 9.32 "	" 4.28 "		" 4.25 "
				46	2.45	....Lovendahl's...	12.95	234	" 9.27 "	" 4.15 "		" 3.50 "
				49	2.55	....Junction....	12.25	231	" 9.19 "	" 4.00 "		" 3.15 "
											FREIGHT.	
				50	2.70	....Sandy....	12.50	230	" 9.15 "	" 3.50 "	Ar 5.25 pm	
				54	2.90	....Draper....	12.10	226	" 9.00 "	Ar 3.30 "	Lv 8.00 "	
				66	3.60	....Lehi....	11.38	212	" 8.10 "	Lv 1.40 "	" 1.40 am	
				71	3.80	....American Fork.	11.20	209	" 8.07 "	" 1.25 "	" 1.25 "	
				74	3.95	....Pleasant Grove.	11.05	206	" 7.55 "	" 1.10 "	" 1.10 "	
				85	4.50	....Provo....	10.50	195	Lv 7.25 "	Lv 12.20 "	Lv 12.20 "	
									Ar 7.05 "	Ar 11.45 am	Ar 11.45 am	
				90	4.80	....Springville...	10.20	190	Lv 6.51 "	Lv 11.22 "	Lv 11.22 "	
				95	5.10	....Spanish Fork..	9.90	185	" 6.38 "	" 11.00 "	" 11.00 "	
				103	5.50	....Payson....	9.50	178	" 6.15 "	" 10.32 "		
											Ar 10.00 am	
				108	5.75	....Santaquin....	9.25	173	" 6.03 "	Ar 9.40 am	Ar 9.40 am	
				120	6.40	....Mona....	8.60	160	" 5.30 "	Lv 8.45 "	Lv 8.45 "	
				128	6.85	....Nephi....	8.15	152	" 5.08 "	" 8.07 "	" 8.07 "	
				142	7.60	....Juab....	7.40	138	" 4.30 "	" 7.03 "	" 7.03 "	
			MIXED						MIXED			
			Lv 7.35 pm	112		....Juab....		138	Ar 4.00 am			
			" 8.15 "	121	3.05	....Mills....	6.55	129	Lv 3.18 "			
			" 9.40 "	134	3.90	....Lemmington..	6.10	113	" 1.50 "			
			" 11.05 "	143	9.50	....Riverside....	5.10	95	" 12.28 "			
			" 11.45 "	146	10.35	....Deseret....	4.65	86	" 11.48 pm			
			" 1.15 pm	153	11.25	....Neels....	3.95	67	" 10.15 "			
			" 3.35 "	241	13.85	....Black Rock....	2.20	39	" 7.55 "			
			Ar 5.20 "	263	14.00	....Milford....	1.00	17	" 6.10 "			
			Lv 6.20 "						Ar 6.15 "			
			Ar 8.30 "	280	15.00	....Frisco....			Lv 4.00 "			

No. 3 Train, Freight, leaving Salt Lake City at 7 a. m., will connect with the D. C. R. R. at Junction for Bingham; also with the W. & J. V. R. R. at Sandy for Alta, and will run on Sundays between Salt Lake and Sandy, until further notice.

No. 1 Train connects with the stage at Nephi for Eureka and Sevier Valley; at Juab for Fillmore and Bullion City; also at Milford with stage for Southern Utah.

No. 2 Train, leaving Salt Lake City at 7 a. m., will connect with the Union Pacific Railway at Ogden for Park City and the East.

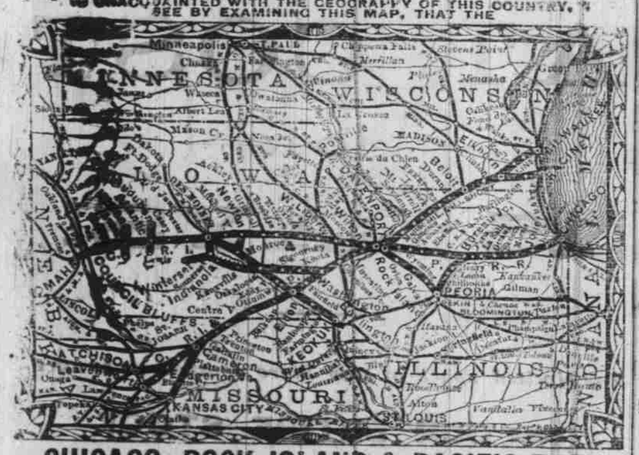
No. 4 Train, leaving Salt Lake City at 3.40 p. m., will connect with the Utah and Northern Railway at Ogden for all points North; also with the Union Pacific Railway for Park City, and the Central Pacific Railway for the West.

Nos. 1, 2, 3 and 4, Passenger Trains, will be Run Daily. Nos. 3, 4, 5, 6, 7 and 8, Freight Trains, will be Run Daily, Sundays Excepted.

FRANCIS, COPE, Gen'l Frt and Pass. Ag't. 1604 — JAMES SHARP, Ass't Gen'l Sup't. — JOHN SHARP, Gen'l Superintendent

THE MAN

IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, IF HE SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Depeau, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine; Washington, Fairfield, Eldon, Bethany, Trenton, Gallatin, Camden, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily over this route between Chicago and Peoria, Kansas City, Council Bluffs, Leavenworth and Atchison. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. One other great feature is the SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the L. S. & M. S., and P., Ft. W. & C. R. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P., P. & J.; P. D. & E.; I. B. & W.; Ill. Mid. and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isld & Peo. Rds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At ELDRIDGE, with Central Iowa R. R.

At DES MOINES, with D. M. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. in Nebr.

At COLUMBUS JUNCTION, with St. L., K. C. & N. R.

At OTTUMWA, with Central Iowa R. R.

At Ft. S. & Pac. and C. R. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & West.; Wab. St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.

At CAMERON, with H. St. J. R. R.

At ATCHISON, with Atch., Topeka & Santa Fe Atch. & Neb. and Cen. Br. U. P. R. Rds.

At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the East and Southwest.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address

A. KIMBALL, Gen'l Superintendent. — E. ST. JOHN, Gen'l Tkt. and Pass'r Ag't, Chicago, Ill.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.	
Daily	1.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.
ARRIVE.	
Daily Express	3.15 p.m.
Mixed	8.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Railway, or points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers to all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, General Ticket Agent, Omaha.
C. H. CLARK, Gen'l Superintendent.

FOR SALE.

ONE TWO-TON WAGON OR HAY SCALES, new. Apply at this office. one 500-lb. Platform Scale. Apply at this office. d61

WANTED.

A GOOD COMPETENT SCHOOL TEACHER at Deseret City, Millard County, Utah. Correspondence solicited. Address HYRUM DEWSNUP, Deseret, Millard County, Utah. dtf

DESERET

Carriage and Wagon COMPANY,

SECOND SOUTH STREET,

One and a half Blocks East of Main Street,

BUILD ALL SIZES OF

FARM AND SPRING WAGONS

Fully Warranted for ONE YEAR.

Repairing in Woodwork, Blacksmithing, Painting, and Trimming.

SATISFACTION GUARANTEED.

PRICES REASONABLE.

J. WALKER, Manager.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA RAILWAY

CONTINUOUS ALL-RAIL ROUTE!
NO CHANGE OF CARS!!
ONE ROAD, ONE MANAGEMENT!!!

—FROM— CHICAGO —TO— Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE TO BOSTON Via New York City,

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS On all EXPRESS TRAINS.

MAGNIFICENT CARS Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

Elegant Eating Houses WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday. With the popular vestibule Sleeping Car. Reaches Pittsburg 2.30 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 6.15 p.m.; Baltimore 6.30 p.m.; Washington 9.00 p.m. next day.

5.15 Atlantic Express, Daily. With Drawing Room and Hotel Car. Reaches Pittsburg 12.15 p.m.; Harrisburg 10.55 p.m.; Philadelphia 3.35 a.m.; New York 6.45 a.m.; special Philadelphia Sleeping Car on this train, which remains in depot until 7.30 a.m.; allowing Philadelphia Passengers a full night's rest.

9.10 p.m. Night Express Except Sunday. With Drawing Room Sleeping Car. Reaches Pittsburg 7.30 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 9.05 a.m.; Philadelphia 5.00 a.m.; New York 10.35 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the West. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

F. P. MYERS, General Passenger and Ticket Agent, CHICAGO.

JUST ISSUED By J. H. HEMAN, SALT LAKE CITY, UTAH

BIBLE ALMANAC FOR 1882. (SECOND YEAR.) 15 Cents per Copy.

A liberal discount will be allowed to Canvassers. A few copies of last year's Almanac for sale at the same price. d12

EVENING NEWS.

Thursday, - - Feb. 2, 1882.

UTAH LEGISLATURE.

COUNCIL.

The Council met pursuant to adjournment.

Roll Called. Quorum present.

Prayer by the chaplain.

Councilor Thurber presented a petition from W. H. Clark, assessor and collector of Sevier County, praying for relief in the amount of $75.40. The petition stated that in the assessment list of 1879 and 1880, there were delinquent payments which he had paid into the Territorial Treasury, but $75.40 of that amount he discovered had been paid in Piute and Emery counties, which he asked to be reimbursed. Referred to the committee on claims and appropriations.

The bill for an Act in relation to mortgages of personal property was taken up and occupied the larger part of the session. Many amendments were made, and the bill passed its second reading and was referred to the committee on enrollment to be engrossed.

The House of Representatives sent a message to the Council stating that the bill to amend section 2383 of the Compiled Laws of Utah had been passed in the House, with amendments.

An invitation from Governor and Mrs. Murray was read, asking for the pleasure of the company of the officers and members of the Legislature, at their residence, on Thursday evening.

On motion of Councilor L. Snow, the invitation was accepted and the clerk ordered to notify His Excellency.

On motion of Councilor E. Snow, the Council agreed to meet in the Council Chambers at 7.30 o'clock on Thursday evening and proceed in a body to the residence of the Governor.

The House of Representatives sent a message to the Council, stating that a concurrent resolution had been passed that no bill should be received in either house after March 1st, without a two-thirds majority of such houses. Council concurred.

Council adjourned to 3 o'clock on Thursday.

Benediction by the Chaplain.

HOUSE.

Wednesday, 2 p. m.

The House was called to order as per adjournment.

Roll called; quorum present.

Prayer by the Chaplain.

Journal read and approved.

A petition from Milando Pratt and others was presented by Mr. Penrose, representing that in 1868 the late Honorable Orson Pratt was delegated to get up and publish the "Deseret Alphabet;" that the sum appropriated was insufficient to defray the expense of such labor and therefore an appropriation to cover the balance, $1,078.71, was asked for. Referred to the committee on claims.

The committee on judiciary by Mr. Farr, chairman, reported back a substitute for C. F. No. 10, a bill to amend section 1750 of the Compiled laws, and recommending its adoption. Report accepted.

The committee on irrigation, by Mr. Partridge, chairman, reported on the petition of Thomas Cottle and others, asking that change be made in the time of holding elections of officers of irrigation companies, that they had made all necessary provision for the change, in a bill soon to be introduced into the House. Report accepted.

The committee on municipal corporations and towns, through Mr. Booth, the chairman, reported upon the petition of the Tooele city council to change the boundary lines of that city, that they have considered the same with accompanying bill and plat and recommend the prayer be granted and the bill passed reported by the committee for that purpose. Report accepted.

The committee on irrigation, Mr. Partridge, chairman, reported that they had duly considered the bill on irrigation companies referred to them and had amended the same and recommend the bill be put upon its passage. Report accepted.

Bills were introduced:

By Mr. Preston, for an act to protect resident stock owners and Ranchmen, and providing for the recording of marks and brands, and the branding and marking of live stock. The bill provides that a general record of all marks and brands shall be kept at the seat of government, the keeper being elected every four years. The record shall be open to public inspection, and also be published in book form, a copy of which shall be furnished to the district poundkeeper and county recorder of each county; also that an appropriation of $500 be made from the territorial treasury to defray the expenses of such publication. Each county recorder shall forward a copy of the brands he had recorded to the general recorder. The bill also defines what is a stock drover and a stock grower.

Referred to the committee on agriculture, with permission to print.

By Mr. Penrose, to provide for county sealers of weights and measures; explaining that the bill was designed to incorporate the prayer of the Ogden city council and other matters. It provides that in each county there shall be a sealer of weights and measures elected biennally, who shall give bonds in the sum of $500; that such sealer shall secure a full set of U. S. standard weights and measures; by which the weights and measures of all dealers in specified articles shall be gauged, and a fee paid for sealing the same, according to a detailed list furnished.

Referred to the committee on judiciary.

The following bills passed their first reading:

H. F. No. 29, a bill to change the boundary line of Tooele City, Tooele County.

H. F. No. 24, a bill to change the name of Peter Peterson to Peter H. Hanson.

The bills were filed for second reading.

The following resolution was offered by Mr. Booth:

"That the committee on contingent expenses of this House, be requested to furnish to this House a statement of the expenses thereof up to and including the 31st of January, 1882, for which expenses the Territory is in any manner responsible." Mr. Booth stated that if the House were aware of the amount already expended from the Territorial Treasury for sundry articles for members, there would be, in his opinion, considerable of a change in the incurring of such expenses. The resolution was adopted and the committee instructed in accordance therewith.

Mr. Thurman introduced the following resolution which was adopted

"*Resolved*, by the House of Representatives, the Council concurring, that after the first day of March, 1882, no bill shall be introduced in either House of this Legislative Assembly, without the consent of two-thirds of the members of that House in which such bill is to be introduced."

This measure will require all bills to be introduced at least nine days before the close of the session.

The following bills passed their second reading and were placed on the general file: H. F. 29, a bill to change the boundary lines of the city of Tooele.

H. F. No. 24, a bill to change the name of Peter Peterson of Mayfield, Sanpete County, to Peter H. Hanson.

The following passed their third reading and were put upon their passage.

H. F. No. 2, providing that irrigation companies may notify stockholders therein by letters sent by mail instead of publishing such notices in a newspaper.

H. F. No. 21, a bill amending the charter of Lehi City, which bill substantially adds an additional half mile on the east of the city and drops that much from the north.

The titles of the bills respectively were passed without amendment.

Benediction.

House adjourned till Thursday at 2 p.m.

BRIEF TELEGRAMS.

The £209,000 of bullion withdrawn from the Bank of England for balance to-day, was for shipment to Paris.

A large anti-polygamy meeting was held at Columbus, last night. Governor Neal, of Idaho, delivered a stirring address. Resolutions were adopted memorializing Congress.

A freight train collided with a construction train to day on the Scioto Valley Railroad. Two men were killed outright and five badly injured. It is said the freight conductor was running without orders.

It is understood there is to be a change in the proprietorship and probably a change in the management of the *National Republican* of Washington, to take place in a few days. It is to be the organ of the administration.

Captain Eads said the trans continental railroads are using strenuous efforts to defeat his ship railroad bill. He asserts that Congressman Page has worked for such a construction of the committee as will defeat the measure.

At Chicago, the committee appointed last week at the anti-polygamy meeting met to-day and organized a movement for communicating with prominent men in various States and Territories regarding the matter.

Mr. M. Goodin, Belmont Park, Pa., recently wrote to a correspondent of the Philadelphia *Times* as follows: I have given St. Jacobs Oil a trial on sores and fresh wounds of horses, and find it to relieve the soreness in a few hours. It is invaluable to all owners of horses, especially of fine stock.

WeiDeMeyer's CATARRH CURE

The antidotal theory, now admitted to be the only treatment which will eradicate Catarrhal Poison

REV. CHAS. H. TAYLOR, 140 Noble St., Brooklyn, N. Y.: "One package effected a radical cure."

REV. GEO. A. PETS, Cobleskill, Schoharie Co., N.Y.: "It restored me to my ministerial labors."

REV. W. H. SUMNER, Frederick, Md.: "Fine results in six cases in my family."

REV. GEO. E. PRATT, St. Stephen's Rectory, Phila.: "Quite wonderful; let me distribute your 'Treatise.'"

CHAS. H. STANHOPE, Newport, R. I.: "I was deaf to hear the church bells ring; hearing restored."

GEORGE W. LAMBRIGHT, 71 Eutaw St., Baltimore, Md.: "Suffered 9 years; perfectly cured."

MRS. M. E. SHENNY, 22 Sarah St., St. Louis: "The first natural breath in 6 years."

MRS. J. W. PURCELL, Golden City, Col.: "Used only one package; entirely cured; suffered 24 years."

DR. F. N. CLARK, Dentist, 8 Montgomery St., San Francisco: "Suffered 15 years; perfectly cured," Etc.

Dr. Wei De Meyer's Popular "TREATISE" on Catarrh mailed free. The great Cure is delivered by Druggists, or by D. B. Dewey & Co., 182 Fulton St., New York, for $1.00. d tu th & w

LOST.

ON THE 15TH INST., A GOLD BROACH Set with rubies, was lost between the 16th Ward school house and the S. L. Assembly Hall. The finder will be rewarded on leaving it at this office for the owner. d38t

ORGANS REPAIRED.

ORGANS CLEANED, TUNED AND REPAIRED. Also, Accordeons, Violins, Guitars and other instruments.

Reliable work and moderate charges. Office at Careless and Crexall's Music Store. d 61 2w MAGNUS OLSEN.

WANTED.

A GOOD ENGLISH GIRL, TO DO GENERAL housework in a small family. Good wages to the right one. Apply at 123 Main Street. d60 1w

NOTICE.

TERRITORY OF UTAH, County of Salt Lake. } ss.

AT A SESSION OF THE COUNTY COURT for said County, held January 17th, 1882, upon consideration of a petition of many citizens, herein filed, praying for the organization of an Irrigation District, on the East side of Jordan River for the purposes therein set forth, it was ordered as follows:

That all that part of Salt Lake County, described in said petition, lying and being in Mill Creek and Farmer's Precincts, between the river Jordan on the West side, and the Denver and Rio Grande Railroad on the East, and extending North from Mill Creek or Mill Creek Canal so called, to the South line of Salt Lake City Corporation, be, and the same is hereby organized or established an Irrigation District, in accordance with the provisions of an act entitled "An Act to Incorporate Irrigation Companies," approved January 20th, 1865, and the amendments thereto, to be known and designated as Riverside Irrigation District, and that the citizens of said district when duly organized as provided for by said Act, shall have the right to construct a dam in said canal or creek, near its confluence with the river Jordan, of sufficient height to take out the water and convey the same in a canal, ditch or ditches to where it may be used for the irrigation of the lands in said district under cultivation, or to be put under cultivation; provided, that said dam, canal, ditch or ditches shall be so constructed that no damage shall result therefrom to others having prior right to the use of the waters of said stream for agricultural or manufacturing purposes.

A Mass Meeting of the citizens of said district, is also hereby appointed to be held at the County Court House, Salt Lake City, on Saturday, the 4th day of February, 1882, at 2 p. m., for the purpose of forming a company, by electing Trustees, a Secretary and Treasurer, and that the Clerk give notice of the time and place and object of said meeting as required by law.

In pursuance of the foregoing, notice is hereby given, that a meeting of the citizens of Riverside Irrigation District, and persons interested in the construction of canals in said district, will be held at the County Court House in Salt Lake City, on Saturday, the Fourth day of February, at 2 p. m., for the purpose of forming a company by electing not less than three, nor more than thirteen Trustees, a Secretary and Treasurer, and decide whether the tax to be levied shall be on taxable property, or upon the lands to be benefitted by the construction of a canal.

Dated Salt Lake City, January 25th, 1882.

D. BOCKHOLT, County Clerk, Salt Lake County, Utah. d 56.

BUSINESS OPPORTUNITY.

A MANUFACTURING INDUSTRY IN this Territory demands an active, energetic associate (to push and superintend the business.) And to a suitable young or middle-aged man of character and energy, having from $2000 to $5000, I will assign a one third or one-half interest in a good paying and most desirable manufacturing business (which is destined in the near future to become one of the most important industries in the West,) present valuation of which is $15,000—balance of the purchase money, (for whatever interest conveyed) to be paid in quarterly payments out of the profits of the business. (Salary not to exceed $100 per month the first year.)

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These Pills cleanse the Stomach and Liver, Purify the Blood, and give the system healthy action.

For Females during change of life and persons of sedentary habits, they are invaluable.

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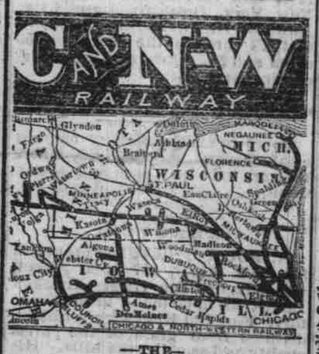

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